

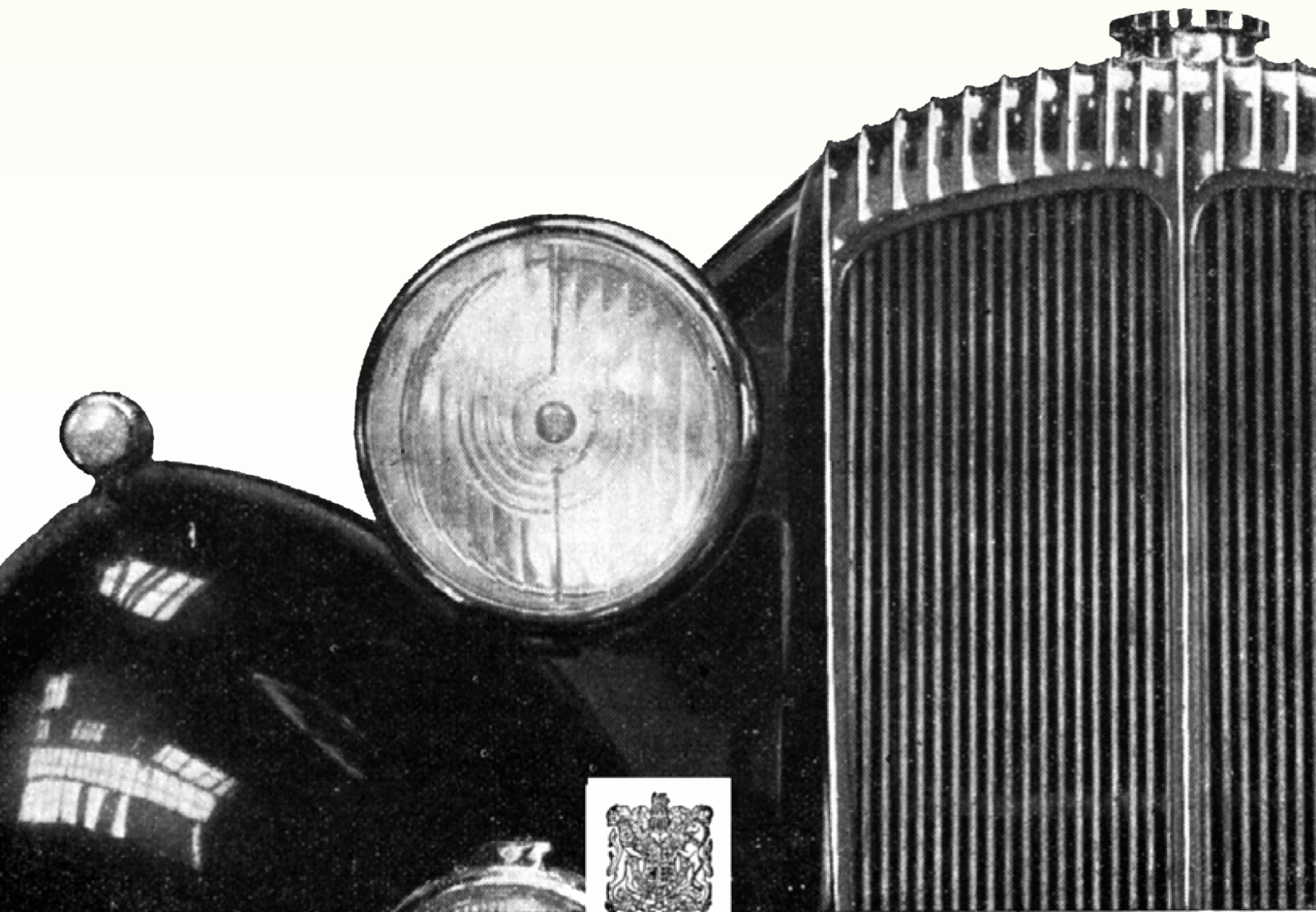
Daimler

&

Lanchester

OCTOBER 2020

FLUID DRIVING



BY APPOINTMENT

THE OFFICIAL JOURNAL OF THE DAIMLER & LANCHESTER
OWNERS' CAR CLUB OF AUSTRALIA, INC.

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OUR NEXT MEETING (CANCELLED)

~~8PM MONDAY, 2ND NOVEMBER, 2020 AT RYDE EASTWOOD LEAGUES CLUB~~

D.L.O.C.C.A. ANNUAL SUBSCRIPTION

JOINING FEE	\$30.00
STANDARD MEMBERSHIP	\$50.00
ASSOCIATES:	\$5 EACH

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

Please address all correspondence to:

Daimler & Lanchester Owners Car Club of Australia, Inc. PO Box 414 Springwood NSW 2777

MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
Other Pre-War	Robert Brandes	0427 274 004 (mob)
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton Jim Gellet	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 9983-9734(H)
SP 250	Merv McDonald	0417429 573
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

SUPPORT OUR VENUE

RYDE EASTWOOD LEAGUES CLUB, RYEDALE ROAD, WEST RYDE

The Ryde Eastwood Leagues Club generously donate a meeting room to our club each month for the purposes of our monthly meeting. This is done at no cost to our club and we are very grateful for this kindness. We ask our members to consider joining the Leagues Club or at least providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

Well I was hoping to be able to report the completion of work on my Daimler this month, but alas the gremlins have crept in! On Tuesday we completed putting the engine together, sorted out the timing & an oil leak in the oil pressure relief valve. After some initial issues we had the car running to our satisfaction, however an oil leak appeared from the vicinity of the conversion plate. Which we are almost certain is issuing from the rear welsh plug at the end of the camshaft. Fortunately we still have the front off the body so will need to separate the engine from the gearbox & move the engine forward, remove the flywheel & insert a new welsh plug before reassembling in reverse. We can then complete the job by replacing the body front. So another couple of weeks & we should have a runner. The motor sounds good.

The President's weekend is all but prepared & details appear in this issue of the magazine. Unfortunately it still looks as if our Victorian friends will not be able to join us which is most regrettable, considering that it was their idea in the beginning.

As you have probably gathered we can still not have our monthly meetings at the Ryde Eastwood club due to their restrictions on meetings.

The Christmas party will be going ahead, thanks to the generous offer by Chris & Warren Cole to host the event at their home. Thanks to them for this. Please see the instructions elsewhere in this issue of the magazine. Please be aware of the effort that the Coles are going to & make sure you phone to find out what dishes to bring. The year so far has been rather "hollow" but hopefully we can end it on a convivial note.

Jim Gellett - President/Editor.

COMING EVENTS 2020

November 2020 Saturday	SP250 - RUN Cancelled
November 2020 Friday 13 to Monday 16	Merimbula Week End Get Together - Accommodation should be booked at the Pelican Motor Inn direct by you and do mention you are with the Daimler Club. Telephone: (02) 6495 1933 E: info@pelicanmotorinn.com.au
December Sunday 13	Daimler Christmas Party - hosted by Chris & Warren Cole. The address for the event is 95 Calabash Rd Arcadia & can be approached either from the west or via Berowra. Please Phone Chris on 0412 686456 to find out what dish to bring. Please also bring a male Christmas present for the tree & also a female present for the tree, to the value of less than \$10 each. An item for the raffle would also be appreciated. This is always a great event & not to be missed, particularly this year when we have had so little activity. See you there.

COMING EVENTS 2020

December 2020 Saturday	SP250 - Christmas Party TBA
January 2021	SP250 - Tassie Tour - an extended driving and tourist experience in Tasmania. Cancelled

"Dear Jim,

I'm writing to thank the Club members who attended and sent messages of condolences to me and my family on Wingham's passing.

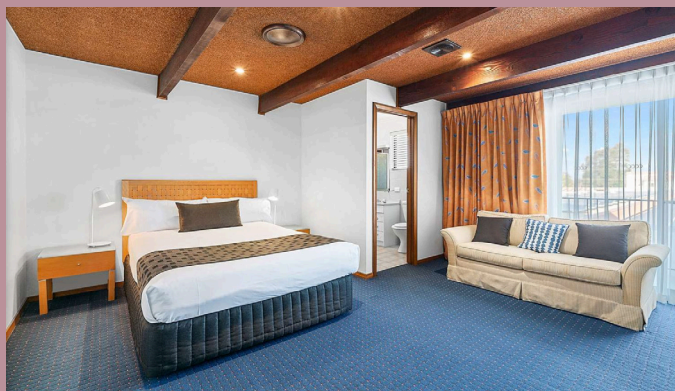
We appreciate all the love and support extended to us during this period of sadness.

Kind regards,

Dulcie Keesing"

SPECIAL OFFER FOR DLOCCA MEMBERS

Save 15% on accommodation bookings at Albury when you mention that you are a member of the Daimler & Lanchester Owners Club of Australia. This offer has been made by our member Ray Jones.



Located in picturesque Albury, a regional city that prides itself on a relaxed way of life, our AAA rated 4.5 star resort offers 88 suites and apartments, five landscaped acres, deluxe lagoon pool, heated indoor pool, spa, sauna, tennis, mini-golf, poolside casual dining at the Cactus Cantina, signature restaurant The Bullring

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SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

We hope that everyone is continuing to remain safe and virus free.

We continue to monitor restrictions in place and will advise when normal runs and meetings are to recommence. For the time being all runs and meetings have been cancelled.

SP NEWS

Last month we welcomed two new SP owners, being Trevor Martin and Ross Bishop, this month it is two freshly painted SP bodies.... One here in NSW and the other in Vic. Congrats. Pictures attached.

Roger Anson has hit a further milestone in his restoration of the car raced by the Geoghegans, with his car now being registered, and having his first drive of the car on his recent birthday Congrats Roger

OTHER NUTS & BOLTS

As you would be aware from my recent email, the SP Calendars are again being produced by Alan Mason, if you wish to be included in the bulk order from the UK then you need to let me know of your requirements prior to 11 November. The calendars are professionally printed and distributed each year with the profits going to the PasSPort publication. Alternatively you can order direct from Alan, his email is soaring.ace@btinternet.com

There is some discussion at the moment in respect to the future of PasSPort, the cost of production has become significant, in a lot of ways it has become a problem due to its success, and the number of entries contained within it. Since its first edition in 2004, pasSPort had been distributed free to recipients with its costs being covered by sponsorship, advertising and donations. Further info will be forwarded when to hand.

The following from Rod Mappin in Victoria...

"I had some crankshaft oil seal rings made for my SP250 as Manners don't stock them anymore.

They are of excellent quality and the manufacturer has added them to his product range should other SP owners require them.

The maker is:- "Phoenix Piston Rings" at 52 Cambro Road, Clayton North, 3168, Victoria

Tel: 03 9544 9169 Email: robert@phoenixpistonrings.com.au

Rob has kindly listed the part number as:- Rod Mappin-Daimler SP250

Hopefully this will assist other SP owners.

Cheers,

Rod."

A number of other SP's continue to be under restoration at the present time, we look forward to hearing of their progress and completion in the future.

In addition to the new Gold Coast Motor Museum on the Gold Coast mentioned last month, there is also a coffee house / café owned by Tony Longhurst called Espresso Twenty5 and Garage 25, a number of his and his father's classic and muscle cars are on display in the purpose built facility. The complex is at The

SP250 EXHAUST NOTES NSW

Boatworks on the Gold Coast near Dreamworld.

David & Dallas Stoodley have an SP front and rear Bumper Bar for sale. Please contact them if interested.

Regards

Tony Luongo & Mark Brooks

sp250group@gmail.com



Stoodley's SP 450 in Sole Red Crystal



"Batman", the SP previously at Balmain NSW, flares are gone and it will have an Daimler motor in place of the Chev when it hits the road.

DAIMLER CHRISTMAS PARTY 2020

This year's Christmas party on Sunday 13th December will be hosted by Chris & Warren Cole. The address for the event is 95 Calabash Rd Arcadia & can be approached either from the west or via Berowra. Please Phone Chris on 0412 686456 to find out what dish to bring. Please also bring a male Christmas present for the tree & also a female present for the tree, to the value of less than \$10 each. An item for the raffle would also be appreciated.

This is always a great event & not to be missed, particularly this year when we have had so little activity. See you there.

Jim Gellett

WANTED TO BUY - SP250

This gentleman has contacted the club and is interested in buying a SP250. He is not currently a member of the car club but is interested in the purchase of a Daimler SP250. If any members know of a suitable vehicle for sale please contact Ron Chappell on 0408 466765 or by email on ron@premierop.com.au



THE ROYAL AUTOMOBILE
CLUB OF AUSTRALIA
89 MACQUARIE ST, SYDNEY
PHONE: 02 8273 2300



Throughout the Club's history Members have enjoyed a range of social activities themed around the automobile and whilst the interests have widened; travel, touring and collecting automobiles and their memorabilia have remained key areas.



SECRETARY REPORT

Hi Everyone.

Being the end of October it is fair to say we are fast forwarding to the end of 2020.

What a year it has been and now just a few months to go .

Our Club had its first Committee meeting a few weeks ago with the aim to move as quickly as possible into being active as soon as restrictions had been eased and so it is that we have both the President weekend coming up in November and the Christmas party in December.

It is difficult to try and determine what can be considered as being beneficial from the year so far, so initially we can give both the November and December events our utmost patronage to ensure they are fun, relaxed and enjoyable .

Then perhaps we could consider that there has been some beneficial impacts that are able to be taken out of the year, with restrictions now being eased throughout Australia and when we meet together again we make a point of sharing our thoughts.

Each of us have had different experiences through this time so there will certainly be lots to talk about .

Some of us may have had a chance to catch up on some reading that we were going to do but until this year didn't , lots of videos, Netflix , some educational studies, time out enjoying music etc . and of course there have been some Daimlers that have progressed very well by way of restoration and or repairs.

My genuine view is that support and enthusiasm for the Club and support amongst its members has only strengthened through out the year.

I look forward to a renewed vigour for Club activity and member, family and friends interaction as we move ahead and the Club becomes more active .

All the best and keep the wheels moving .

Russell

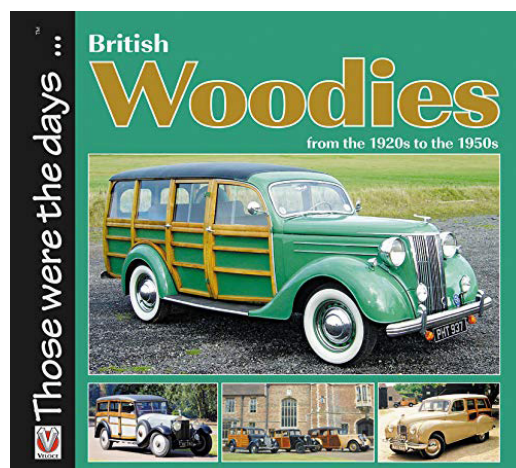


LANCHESTER 10 SHOOTING BRAKE (WOODIE)

Reproduced from DLOC of WA Magazine

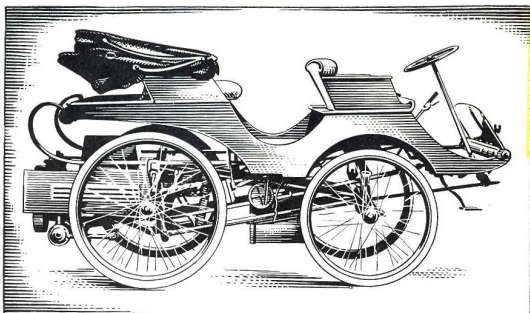
The only known example in the world. Built in 1935 by Mulliner's Coachbuilders for a country estate and used by shooting parties. This car has been featured in various publications including - History of Lanchesters and The Woodies book.

One of the features of the vehicle is the Ash timber. From the windscreen back everything is constructed of ash including the front suicide doors, enabling easy access into the vehicle. A previous owner who found the vehicle on the country estate in 1990 had the vehicle for many years. He carried out a complete refurbishment of the mechanical components on the vehicle including engine, gearbox, running gear and suspension. There are two front seats and a large load carrying area to the rear. The timber rear doors are called clam doors. The top section lifts up and the bottom section hinges down. The gearbox is of the pre selector type.

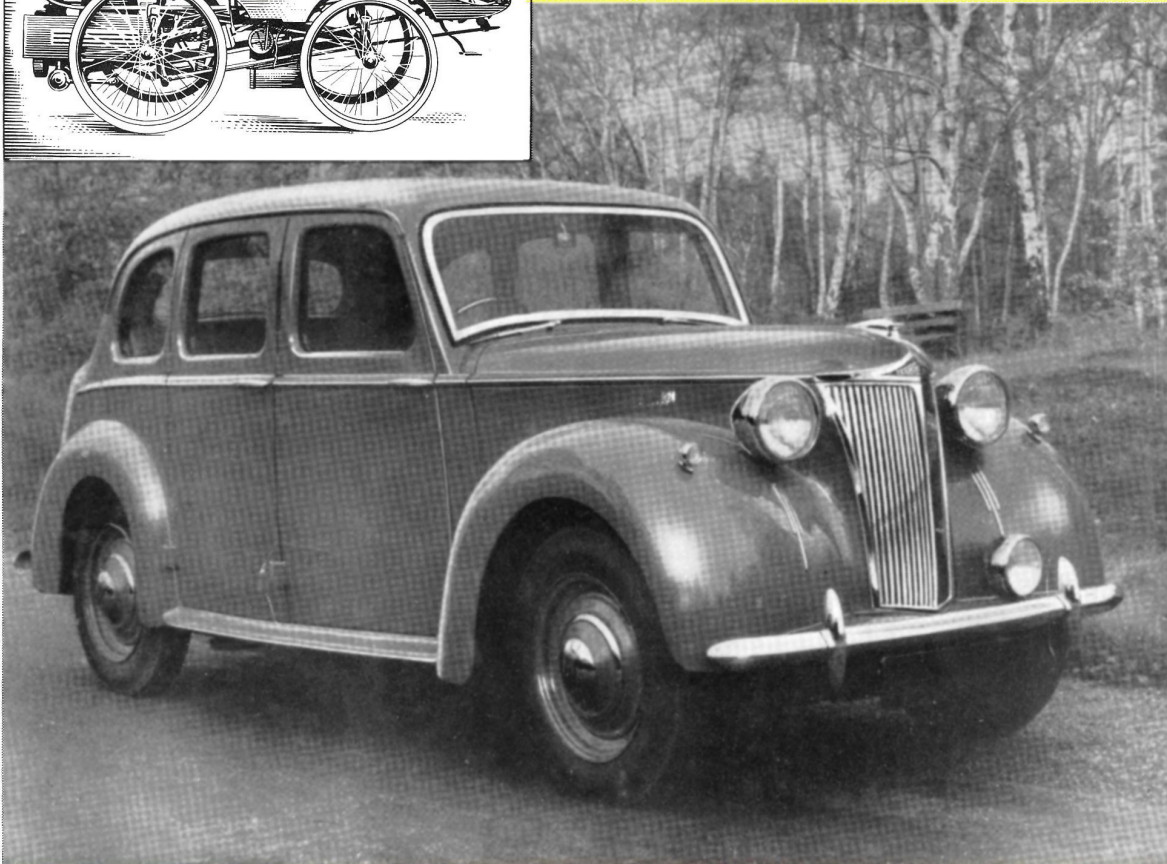


The **Motor**

July 24, 1946.



The first Lanchester—1896



The New Lanchester 'Ten'

THE HIGH PERFORMANCE of this new Lanchester suggests much more than a 'Ten'. You can cruise unconcernedly at 55 m.p.h., and 65 m.p.h. is well within the car's capabilities. Two special Daimler features are standard—Fluid Transmission for smooth gear-changing, and patented independent front-wheel suspension for fine road-holding and cornering. Bodywork too is unusually liberal—both for occupants and for luggage-space. All in all, this is the most remarkable 'Ten' ever made.

*With the
Daimler Fluid Transmission*
(Licensed under Vuloan Sinclair and Daimler Patents).

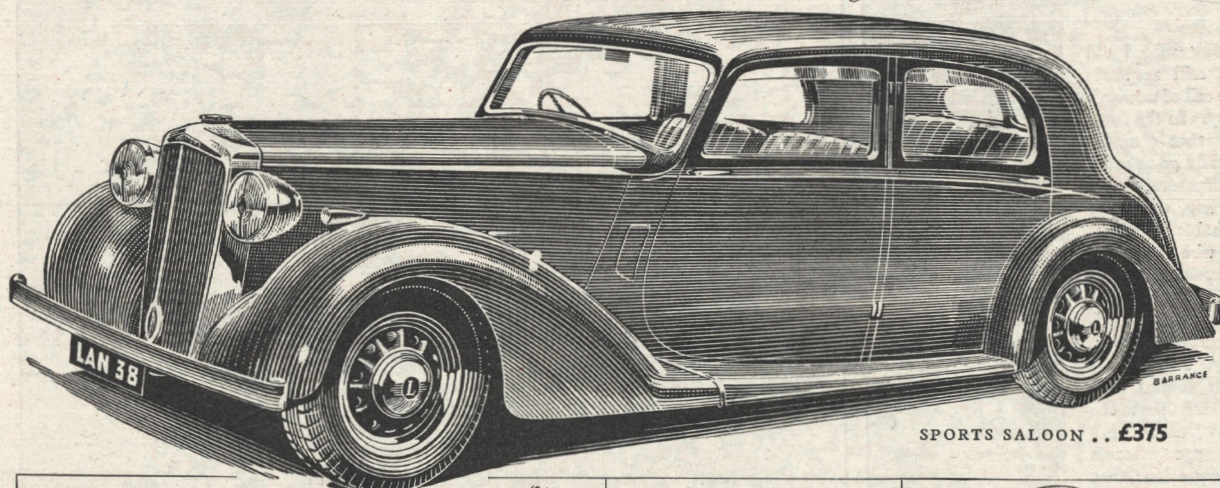


BY APPOINTMENT
MOTOR CAR MANUFACTURERS

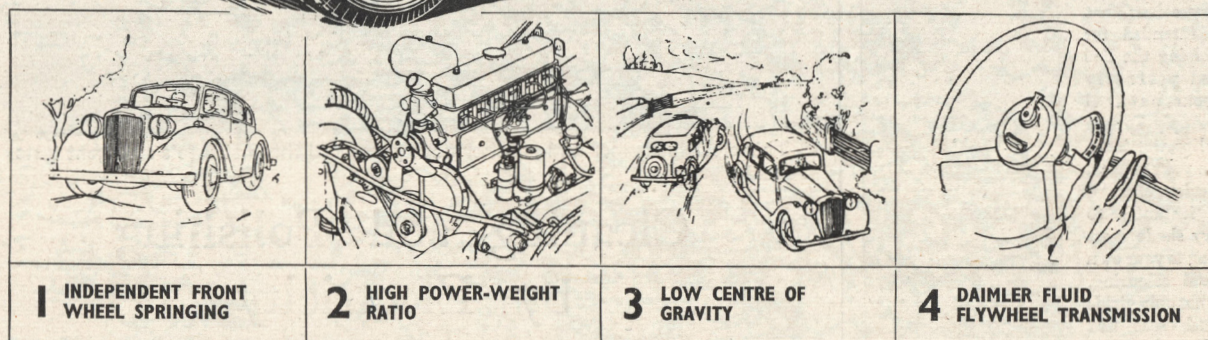
*6-Light Saloon price £525
(plus purchase tax £146-11-8)*

THE LANCHESTER MOTOR COMPANY LIMITED • HEAD OFFICE AND WORKS, COVENTRY • SALES AND SERVICE, LONDON

In **ONE CAR** for the first time



SPORTS SALOON .. £375



The new Lanchester Roadrider is unique in this respect. It is the first time that any car has had incorporated in it every single worth while motoring improvement. This is a remarkable achievement in any car: for a car so low-priced as £365 it is doubly remarkable.

Think what these sixteen features mean to motoring comfort. Independent front wheel springing floats the Roadrider over the most wicked ruts. The high power-weight ratio lets it speed away from a traffic block ahead of the others. The low centre of gravity and anti-roll control bars nurse it round bends at speed so that no suggestion of roll or sway is felt. And that great boon, the Daimler Fluid Flywheel Transmission, gives the driver such absolute mastery over the car *at his finger-tips* that all the strain is cut out of driving.

Without a doubt, this new Lanchester Roadrider is a joy and a pride to own.

The new
LANCHESTER
Roadrider **DE-LUXE**

DAIMLER FLUID FLYWHEEL TRANSMISSION
Licensed under Vulcan-Sinclair and Daimler patents

Lanchester '18' from £525 . Lanchester '11' from £275
BUY A CAR MADE IN THE UNITED KINGDOM

LANCHESTER
6-CYLINDER
'14' ROADRIDER
DE LUXE
from **£365**
Tax £10 10

FOR £25 LESS you
can have the same
car with synchro-
mesh gearbox and
ordinary clutch.

- 5** SEPARATE ENCLOSED LUGGAGE COMPARTMENT
- 6** ADJUSTABLE STEERING COLUMN
- 7** INTER-AXLE SEATING
- 8** ACCESSIBLE ENCLOSED SPARE WHEEL
- 9** RUBBER-MOUNTED REAR SPRINGS
- 10** PERFECT VENTILATION OBTAINED WITHOUT PIVOTING WINDOWS
- 11** HAND-BRAKE FITTED JUST BENEATH DASH ON OFFSIDE
- 12** FLEXIBLY MOUNTED ENGINE
- 13** THERMOSTATICALLY CONTROLLED COOLING
- 14** QUICK ACTING LIFT-UP BONNET
- 15** LARGE ANTI-ROLL CONTROL BARS FRONT AND REAR
- 16** INSULATED EXHAUST SYSTEM

The famous standard model Roadrider is continued
by special request at £330

HISTORIC VEHICLE SCHEME

The following has been received from Transport for NSW:

Exert from covering letter: *“As part of ongoing improvements for the Historic Vehicle Scheme, Transport for NSW has compiled a list of period options, accessories and safety items which are accepted and are compliant with conditional registration under the Scheme.*

We are also asking all car clubs in the Historic Vehicle Scheme to provide current contact details to ensure your club is receiving important updates and information. We would also like to know if your club is a member of an Approved Organization and if so, we ask that you confirm which organization to ensure the records are current.”

Eligibility for Vehicles for inclusion in the Historic Vehicle (HSV)

Transport for NSW has compiled a defined list of period options, accessories and safety items which may help motoring clubs to determine if vehicles are eligible for inclusion in the Historic Vehicle Scheme. This list is for light vehicles it does not cover motorcycles or heavy vehicles.

Important Considerations

- The items listed below are considered acceptable period options, accessories and safety items for inclusion in the scheme.
- This list will be used to determine if a vehicle is correctly registered under the scheme.
- it is recommended that motoring clubs circulate this list to their members and that they provide appropriate education and advisory services.
- Clubs may suggest other items which they believe should be included in the list; additions will occur after consultation and shall be confirmed by Transport for NSW in writing”
- The final decision as to whether an item is added to the list will be exclusively determined by Transport for NSW.
- Clubs must provide evidence of the item being available in the period/s as nominated.

Technical Considerations

Period accessories and options relative to a vehicle's age or build date are considered to be within 2-3 years ('defined period') of the build date of the vehicle. Note. There may be exceptions to this rule and clubs are invited to seek clarification where appropriate by emailing industryengagement@rms.nsw.gov.au The installation of an item must not affect compliance with applicable vehicle standards.

Period Options

- Tuning kits offered by a manufacturer or dealer and fitted by a manufacturer or dealer
- Vehicles built before July 1975 or not built to ADR 27A)
- Tuning kits offered by a manufacturer or dealer and fitted by the vehicle owner (for vehicles built before July 1976 or not built to ADR 27A)
- Wheels of period type conforming to VSI09 (Original Equipment Manufacturer (OEM)
- diameter and tyre profile for vehicles pre-1970). Both the wheels and tyres must have been available in the defined period (as stated in the technical consideration above)
- Exhaust kits (for example, a Lukey muffler)
- Lowering kits - maximum 25mm or 1 inch only permitted
- Bonnet scoops
- Sump guards
- Air conditioning (including an under-dash system if not offered as an integrated system)

HISTORIC VEHICLE SCHEME

- Water injection (for example, a Kleinig system)
- Floor change conversions - OEM or aftermarket
- Overdrive on gearbox - including a Laycock system or similar
- Wire wheel conversion - whether optional or not
- Disc brake conversions from later year of same make/model (Note: must be complete system including wheels and tyres)
- Disc brake conversions from later model of same make (Note: must be complete system including wheels and tyres)
- Optional engine fitment (Note: must be complete package including brakes, transmission, axles, wheels, tyres and other required items)
- Optional Transmission change - including automatic to manual or manual to automatic conversion within manufacturer's optional equipment.
- Half cage/single hoop roll bars in an open sports car - CAMS or VSB14 - not allowed in sedans or Fixed Head Coupes (FHC)
- Sun roof - OEM fitted
- Sun roof replicating OEM (must have an accompanying VSCCS compliance certificate)
- Webasio-type roof conversion - OEM fitted.

Period Accessories

Note: Accessories must be able to be removed and the vehicle returned to its original ("as built") condition.

- Radio
- Tape player - 8 track or cassette (not CD) - unless OEM fitted
- Mud flaps
- Wheel trims and hubcaps
- Rear window blinds that do not obstruct vision (for example, louvers are acceptable)
- Mirrors - internal or external
- Dash mounted fans (check regulations for applicability)
- Additional instrumentation - dash mounted
- Side window blinds
- Mesh headlamp covers
- Luggage racks (roof or boot)
- Halda Speedpilot or TripMaster (or similar)
- Map lamps and other internal reading lamps
- Driving and fog lamps - including mounts
- Badge bars
- Bonnet mascots
- Additional chrome strips
- Additional reflectors - including scotch tape or otherwise
- Demisters - including hot air or electric bar type
- Heater - hot water type

HISTORIC VEHICLE SCHEME

- Windscreen washers
- Bug deflectors
- Sun visors - internal or external
- Radiator/grille and insect screens
- Water bag carriers and water bag
- Period metal fuel cans and wooden tool boxes on running boards
- Additional spare wheel racks - roof or boot, running board or rear mounted racks
- Additional horns (for example, Klaxons). Note: Must not alternate sound like an emergency vehicle. Must not be siren whistle or bell.
- Reversing lamp/s
- Additional stop lamps
- Tow bar
- Wheel spats
- Wheel dress trims and rings
- Hubcaps
- White wall tyres
- Hardtop for convertibles OEM or aftermarket.
- Pin striping consistent with the period style at vehicle build date
- Auxiliary Lighting - forward facing
- Badge Bars
- Weather shields
- Sun visors.

Safety Items

Note: seat belts and CRA are not mandatory if the vehicle was not fitted with seat belts or CRA as an OEM fitment. However, they are strongly recommended for all vehicles where installation is possible.

- Seat belts - must be road approved (including, for example lap, lap sash and harness varieties). The belts must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.
- Vehicles built to comply with Australian Design Rules (ADR) 4 and 5 must continue to comply.
- If a vehicle does not have seat belt mounts and seat belts are installed, they must be signed off by a suitably qualified Engineer.
- Child Restraint Anchorages (CRA)- a vehicle must comply with ADR 4 and 5.
- Direction indicators - can be white or amber (amber is preferred). The style must be in keeping with the defined period of the vehicle. Brake lamps flashing red for direction indicators are not acceptable. The replacement of semaphore type indicators is permitted.
- Left-Hand Drive (LHD) sourced vehicles must have Right-Hand Drive (RHD) headlamps.
- Toughened glass windscreens must have a safety zone immediately in front of the driver.
- Imported vehicles may retain OEM belts. However, if the belts are fitted after importation, they must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.

CONQUEST CENTURY FOR SALE

1955 Daimler Conquest Century

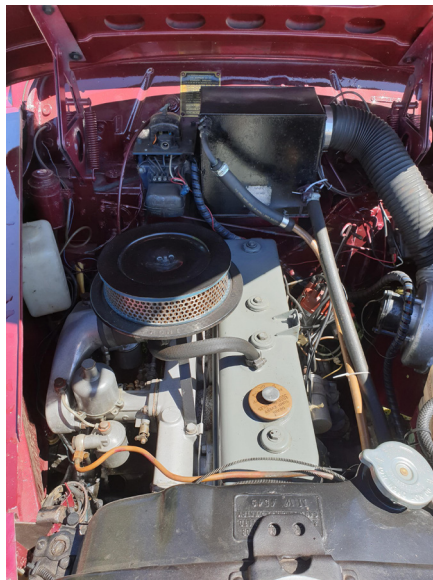
On club rego runs smooth, needs steering attended to as it oversteers badly. Could be partly due to front suspension being too low. I don't have the equipment to raise the torsion bars.

Interior is good however seats have been recovered at some time with velour, but very comfortable.

Asking \$8000 or near offer.

Located Theresa Park near Camden.

0412001615.



MERIMBULA WEEK END GET TOGETHER

Dates - 13th - 16th November 2020

Due to the current expanded Covid restrictions we will need to be aware of our movements during this weekend away. Although it would seem highly unlikely that our Victorian friends, who incidentally were the instigators of this weekend, will be able to join us in Merimbula.

In time honoured tradition of the Daimler Lanchester Club, things have been highly organized so that everything will descend into a state of chaos during the course of the weekend. There are a number of groups travelling to Merimbula by various routes, with the possible aim of meeting up at Bermagui Fisherman's Wharf around 1:30 PM in the afternoon, or 1330HRS for the military inclined. There are a number of food outlets at Fisherman's Wharf & a park to consume lunch in if you are that way inclined.

Dinner has been booked at the RSL club on Friday night, but due to current restrictions we will be on 4 or 5 different tables & will not be able to mingle. Dinner orders will need to be placed individually at the order station in the restaurant.

Events, meals on Saturday & Sunday will be left to "own choice" but some suggestions are, A walk on the Boardwalk after breakfast at McDonalds, a drive up to Bermagui via Tathra or an adventure to Eden. PLEASE NOTE The Motel Accommodation does not provide breakfast due to current regulations but there are tea & coffee making facilities & toasters in each of the rooms. There are a number of Restaurants, clubs etc around town for us to spread ourselves around for dinner on both Saturday & Sunday evening meals. Also be aware that the Cheese factories at Bega & Bodalla are closed to inspection tours at present.

The suggestion is to return home (NSW participants) with stops at Mogo, maybe the Zoo, or Berry, which are both good locations for lunch & browsing.

The RSL is within walking distance from the Motel & McDonalds is a short drive & a good place to park if you intend to do the boardwalk afterwards.

If you haven't yet booked, time is running out & you will need to be booked by the end of THIS WEEK.

This will prove to be the largest gathering on a president's weekend during the term of my incumbency, so I trust all will go well & all those in attendance will enjoy the weekend.

Jim Gellett

SOME HELPFUL LINKS

I purchased a window winding mechanism from Jagara Spares to hopefully repair the one for my Special Sports and was shown a complete 2.5 V8 motor and 2 spare heads that they had just acquired.

So if you are looking for any of these give Geoff Sara a call 02 9531 8155.

In solving the fluid flywheel and pinion seal leaks I have still an oil leak from the mechanical fuel pump. I had changed the gasket but this didn't resolve the problem. As you will see from below you can buy from Queensland a repair kit including seals for the pivot shaft. I have ordered a new brass filter as well and all should arrive next week.

[Here is the link to the kit for that AC pump.](#)

This kit includes the pull-rod seals required to stop oil leaking from the pump

Graham McDonald

NOT THE LANCHESTER REPORT - SPECIAL SPORTS

Following on from our gearbox problems, we have discovered and replaced 5 broken valve springs. I have also installed the interior and replaced the winder gear for the driver's side window with a Mk II rear gear wheel. Unfortunately the car will need to be returned to the motor trimmers as the hood is too tight.

I jacked the car up to check the front brakes were still ok. Got the car off the ground then Chris my mechanic tried to turn the front wheel as I pressed the brakes. The wheel wouldn't turn at all. Then Chris realised I hadn't jacked the car up enough so when I got in the car it had leaned over. I jacked the car higher and front brakes are fine. After so many other problems it was nice to have a simple fix for a change.

The car is registered now but still at my mechanics as the fuel pump has started to leak oil. The car is difficult to start from cold, possibly due to the need to rebuild the fuel pump, but also because I was given a second hand battery 12 months ago to get the car started during restoration. It is now losing its charge and it will need to be replaced next week.

LANCHESTER - FURTHER UPDATE

Each month Graham McDonald gives members a report on the progress of the work being carried out on the car.

I & Merv McDonald have worked tirelessly at Lanchester House & this month to report the work needed to complete the project.

The trouble Merv had in starting the engine shows how regular attention is needed to keep at bay corrosion vapour etc, enabling the engine to start on demand.

As the virus lessens, the full team of helpers will return to Springwood & work will resume to complete the restoration of the Lanchester & then work on Lanchester House.

The work our President does there too, needs thanks.

John Steel, Technical Adviser

SOME QUOTES

1. So let me get this straight, there's no cure for a virus that can be killed by sanitizer and hand soap?
2. Is it too early to put up the Christmas tree yet? I have run out of things to do.
3. When this virus thing is over with, I still want some of you to stay away from me.
4. If these last months have taught us anything, it's that stupidity travels faster than any virus on the planet, particularly among politicians and bureaucrats.
5. Just wait a second – so what you're telling me is that my chance of surviving all this is directly linked to the common sense of others? You're kidding, right?
6. People are scared of getting fined or arrested for congregating in crowds, as if catching a deadly disease and dying a horrible death wasn't enough of a deterrent. population is.

WANTED - PARTS FOR MY DJ250

Where can I source front and rear screen rubbers from? Mine are ones without brightwork.

Not so urgent - 5" driving lights (inboard of headlights) complete assemblies and 1 front overrider - doesn't need to be perfect (so it can match the other one).

I was also interested in a gearbox but first I'll investigate getting the bands relined.

Attachment is to remind you of the car.

Dave Ward,

Birdwood

Please contact Howard Parslow if you can help and he can pass on to Dave



**I hate it when
people act all
intellectual and talk
about Mozart, while
they've never even
seen one of his
paintings...**



1949 DAIMLER DB 18 CONSORT RESURRECTION

1949 DAIMLER DB 18 CONSORT RESURRECTION PART 57

Rebuilding the Engine Part 5

As the cooling system in our environment is particularly important, I have had the water pump reconditioned and the radiator re-cored. Fitting the water pump was straightforward, but there was no such luck with the radiator. The radiator must be mounted into a steel support which itself is bolted to the chassis through rubber mounting blocks. Unfortunately for me, the radiator wouldn't slide into the support – it was about 1/16" too wide.

As I mentioned the radiator was re-cored and it appears that when this was done the bottom tank was reassembled with the side tabs in a slightly different position. I chose to use a hydraulic jack to widen the bottom of the support rather than make changes to the radiator. This fixed the problem.

My original intention was to fit the radiator including the thermo fan until I realised that the chrome grill surround must be fitted to the radiator support frame first. This is going to cause problems mounting the fan to the front of the radiator. However, the problem is on hold for the time being as the grill is currently being chromed.

The original cooling system used an alcohol-based temperature sensor fitted into the thermostat housing. I finally managed to find a brass adapter to screw into the housing which will enable an electric sensor to be fitted. I have also fitted the drainpipe and tap which takes coolant from the rear of the inlet manifold and engine block. This pipe is in two pieces and the piece between the tap in the block and the manifold is not easy to fit unless you can bend the pipe. I replaced the original steel pipe with a copper one – cheating but easier to fit.

Something which is easily forgotten is the external oil feed pipe from the block to the head. Fitting this pipe can be difficult because of the limited access for a spanner to tighten the bottom brass union. I ended up using a brake spanner, and even this was difficult.

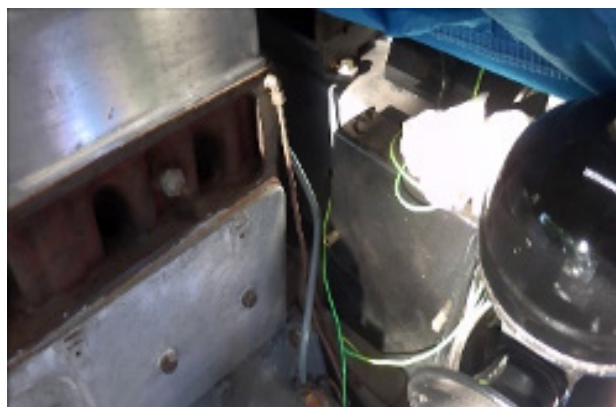
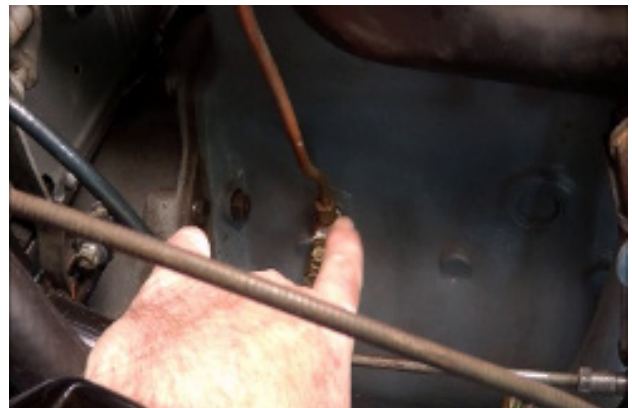
Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 57](#)

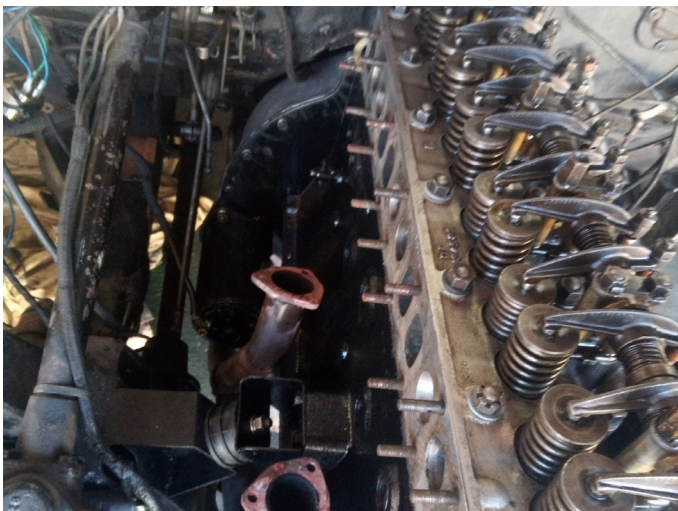
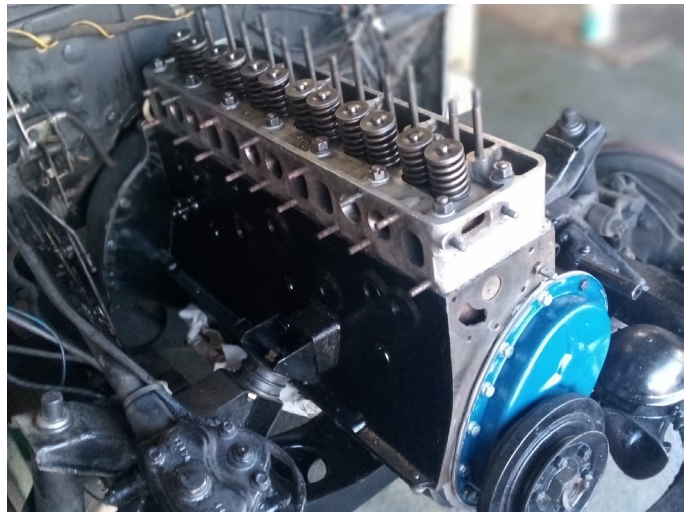
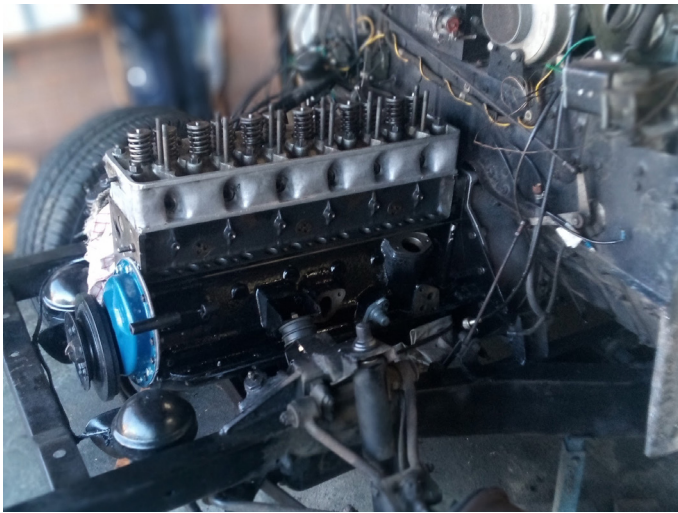
Denis Leys



1949 DAIMLER DB 18 CONSORT RESURRECTION



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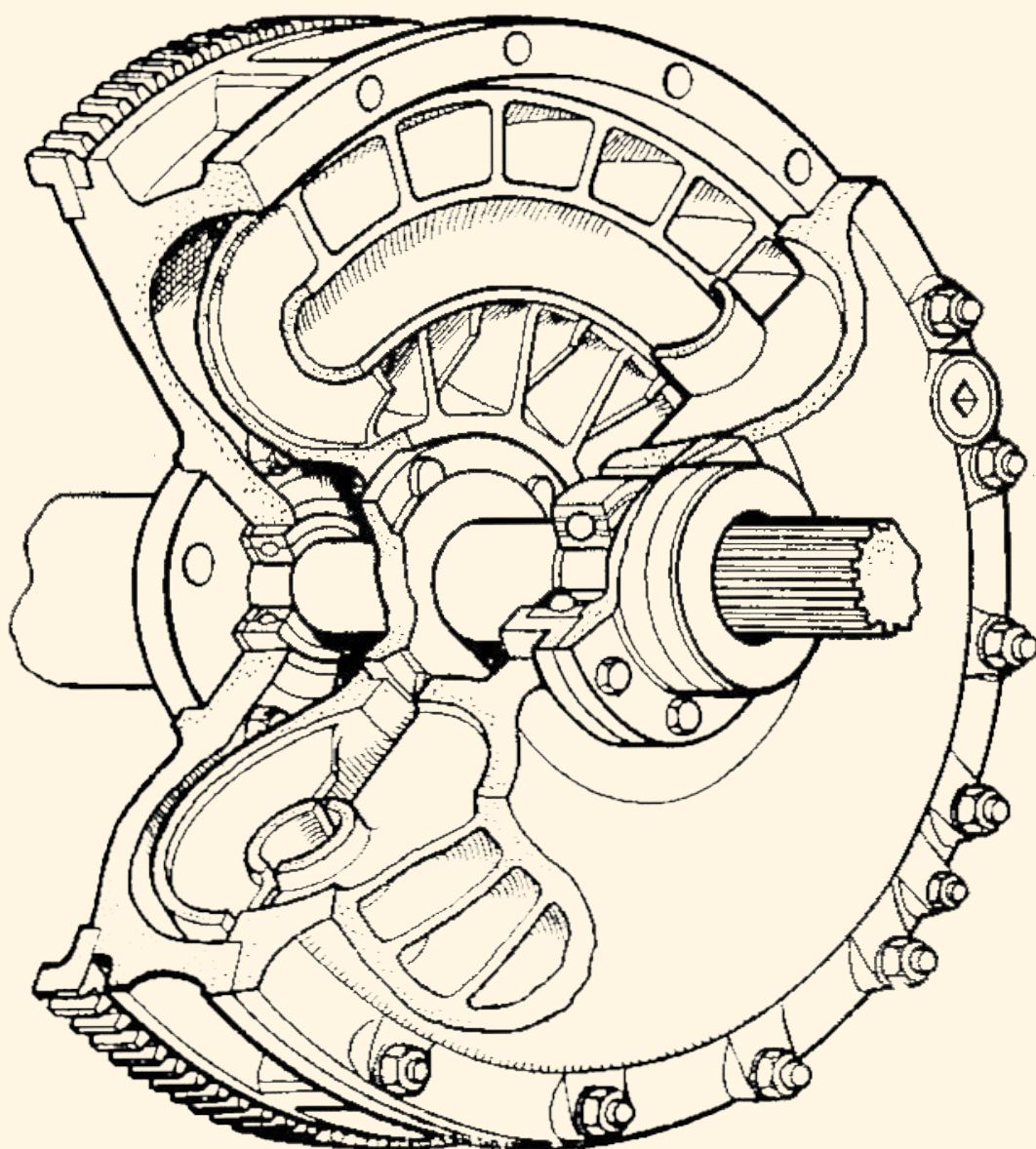
35 Rooks Road Mitcham, Victoria 3132 Australia



WANTED - PARTS FOR 1949 SPECIAL SPORTS

Can you please tell me if anyone in the club has any spare parts for a Daimler 49 Special Sports model. Some parts I'm looking for are fuel pump kits, 2 brass plugs for the fluid fly wheel.

Graham Coleman - grahamcoleman7@bigpond.com



Please address all correspondence to:

Daimler & Lanchester Owners Car Club of Australia, Inc. PO Box 414 Springwood NSW 2777

www.dlocaustralia.org